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A.M.R.A.

Australian Model Railway Association

JOURNAL

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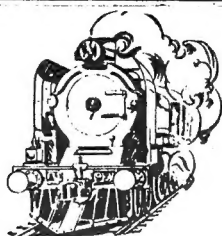
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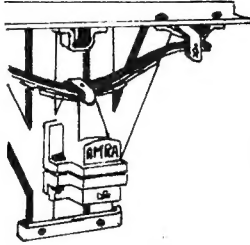
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Editorial

JOURNAL BOX

WHY HAVE AN ASSOCIATION?

To hear the views of a number of people, I sometimes wonder why we bother to have an Association at all.

Referring to my trusty dictionary I find that:

Association is - to join company with
or - a companion
or - a friend

and that a Club is:

an association for some common object.

To me an association serves two main purposes. Firstly it gathers together people with a common interest, and secondly this common interest can promote lasting friendships and expand our knowledge.

I have never yet attended a meeting where I haven't learned something. Perhaps it was just another idea, or just that I was not alone with my problems.

As has been so often said, you must give before you can receive. There is no such thing as something for nothing. No matter where you look, there is something you can pass on, and something you can learn.

I'm glad that this association was conceived, and I am proud to be a member of it.

I hope you are.

COVER PHOTO:

The world's first double deck self-propelled train about to leave Sydney on its inaugural run, 10th June 1970. The set identification "target" below the driver's window is not the true number, but the prank of some wag.

Photo by D. Musgrove.

Volume 19

Issue 88

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President's

Corner



In my last "corner" I touched on membership. I am happy to say that, as at July our total membership was 472 - an increase of 172 from October 1969. Of this 172 increase, 105 came from Victoria, 83 of whom were received since the Melbourne Exhibition, all of which goes to show the interest that is generated by a Model Railway Exhibition.

I am, however, mindful of the fact that an increase of 89 members has occurred apart from the stimulus of the Melbourne Exhibition. Being ever an optimist at heart, I believe this mostly reflects an increasing activity on the part of members generally.

It has been often said that if each member introduces one new member, great improvements can be realized. Just imagine - 944 members - Journal costs would go down, Advertising would be assisted because of the increased coverage, local manufacturers would be stimulated to meet a bigger potential market. A dream? Only if we are prepared to leave things as they are; a reality if we each try for a new member.

Getting new members is just the first step. Keeping them becomes the problem of the Committee of Management, and our problem is to know where their particular interests lie.

Here is where "Pop Valve" comes into its own. If you want to toss a brick bat or present a bunch of roses, do it through "Pop Valve". Recently one of our members wrote pointing out the apparent lack of "0" gauge "bits" etc. I notice one of our suppliers got the message and in July/August Journal we saw some beautiful Rivarossi "0" gauge

locos and rolling stock advertised.

This is one of the basic functions of our Association, to let the trade know what we want and to give them the opportunity of meeting that "want".

So if you have a like or dislike, praise or criticism, want something or don't want something, write to "Pop Valve", to let off steam, and give the C.O.M. the opportunity to make our Association stronger and more influential. - Happy Modelling.

RUP ACKLAND.

CAN YOU HELP?

Following Graham Watson's letter in the Mar/April Journal No. 85, the Committee of Management has agreed that this idea is a good one, and should go ahead.

Would any member who knows the name and address of any model railway club secretary, please let Graham Watson have this information. This information will be used for statistical and general information purposes in producing a club register. The AMRA has no intention of pressing any club to join us, they already have that right if they so wish.

CONTRIBUTIONS FOR JOURNAL

Articles and items of interest for Journal at any time. Letters for inclusion in Pop Valve should reach the Editor by the middle of the even month.

Branch Secretaries - Branch notes are required by the middle of the even months, earlier for the Nov/Dec issue.

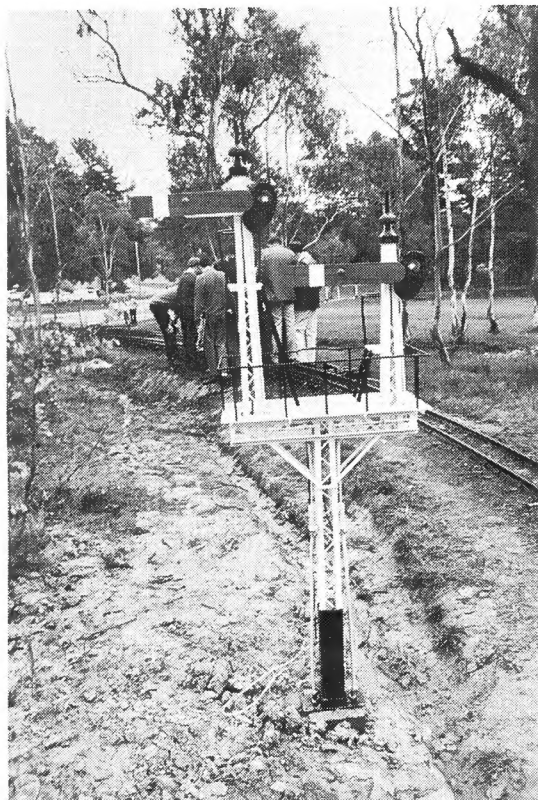
Vic. Branch visits the D.V.R.

Photos by R.Little & R.Quaife.

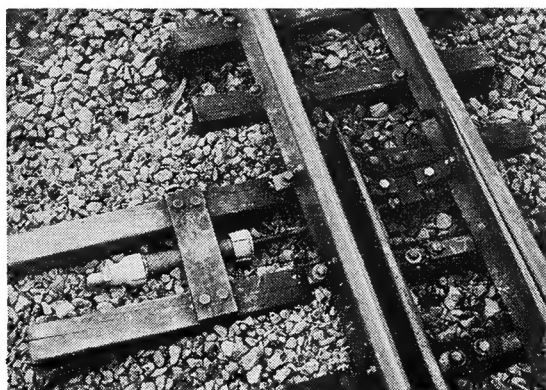
by Mal Baker.

It was a dull, cold, blustery, wet afternoon, far from a typical Melbourne day, but, regardless of the weather, this was the day that the Diamond Valley Miniature Railway Club had extended an open house invitation to the members of the Victorian Branch. Those who were not interested in the football, or had wangled a leave pass from the better half for the afternoon and the evening this the 25th July, turned up in force complete with coats, hats and of course cameras with plenty of film.

Upon our arrival at the very well appointed club room, we were bid welcome by the President Bill Pert, and introduced to the members. The Club room adjoins the large and very comprehensive Loco and Rolling Stock shed containing the workshop, loco servicing facilities and 6 storage tracks. These tracks lead out to the large marshalling yard and via two 3-way points into a single line, up a slight rise through a signal point onto the 2,500 foot kidney shaped main line (see diagram) which is completely signalled with both colour light and lower quadrant signals of V.R. prototype.



Junction Signal - Members inspecting the hydraulic points in the background.

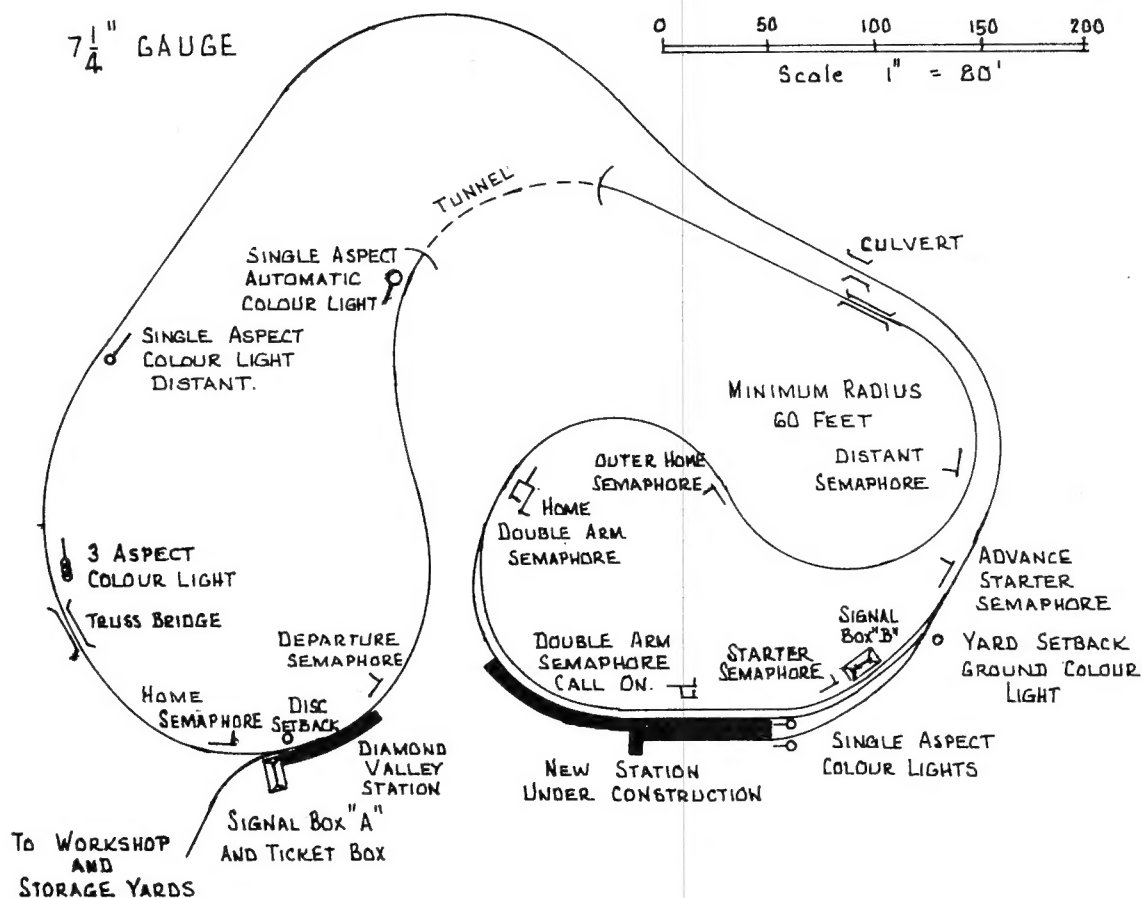


Hydraulic operated point.

The whole of the system wherever possible, is being modelled after the Victorian Railways, including all locos, rolling stock, buildings stations, etc. An interesting feature of the lower quadrant signals and points is that they are hydraulically operated by mains water pressure instead of the usual wires and pulleys. The 7¼" gauge track was originally laid in 1" x ½" mild steel on edge, but is now rapidly being replaced with 141b rail.

Now came our guided tour (on foot)

TRACK PLAN - DIAMOND VALLEY RAILWAY



around the system with all its new work and workings being fully explained. We walked our way through the 90' tunnel (complete with step-ins) over Willcox's bridge and the steel girder bridge on to the new 120' station with its extensive new yardwork still under construction. Then in and out of the two signal boxes with all their levers, phones, bells, working timetables and train running sheets upon which all train times, drivers, guards and number of passengers carried are recorded. Safe working at all times, is one of the greatest cares taken by the club particularly when trains are running.

The operation of trains can only be carried out by members, who have passed the rigid examinations set for drivers, guards and signalmen. The guided tour also allowed us to obtain the best possible vantage points for photos, before afternoon tea was served.

The trains themselves are built to the scale of 2" to the foot and include Victorian Railways S class diesel a W class diesel hydraulic and a beautiful T class diesel electric, perfect in every detail including its method of propulsion, this being a Ford 10 motor driving a large generator



T class coming out of the tunnel.

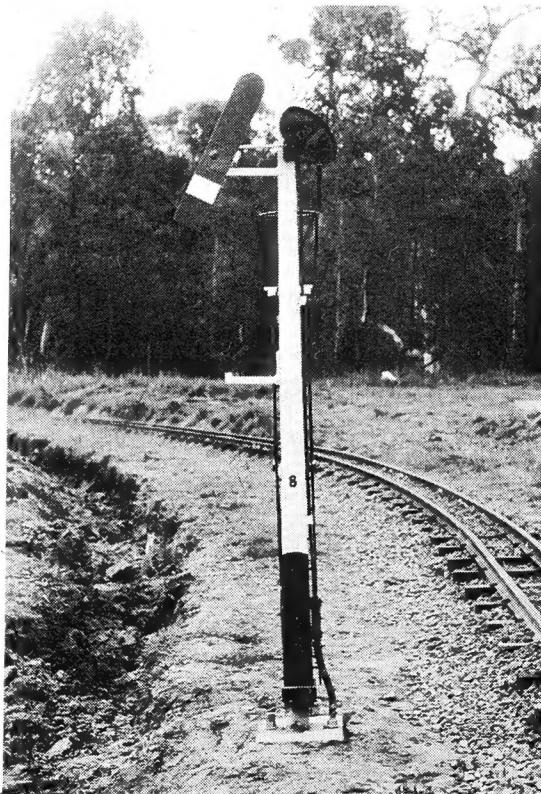
which in turn supplies the power to the axles' traction motors. Air brakes are also a feature of this locomotive which is owned by John Murdoch, and was built by club President Bill Pert, who also holds the position of Loco Superintendent. To the best of Bill's knowledge it is the first time, anywhere in the world, that such a model has been powered in the conventional way.

The first of our many train trips over the entire system was an experience to be remembered, for it is only when seated in the train that you appreciate the beauty of the natural Australian bush setting through which this railway, the largest and most comprehensive of its type in the Southern Hemisphere, has been built.

The evening session of our visit, which included taking care of the inner man, was to prove most rewarding in that two trains, one being hauled by the T class and the other by the S class, stood ready in the yards to take us on several night trips. These night trips could only be described as fantastic, for sitting in the train behind these powerful locos with their bright penetrating headlights, one viewed signals correctly lit and operating, the station lights and signal boxes lit and working in the way that any signal box should.

Upon the completion of our night



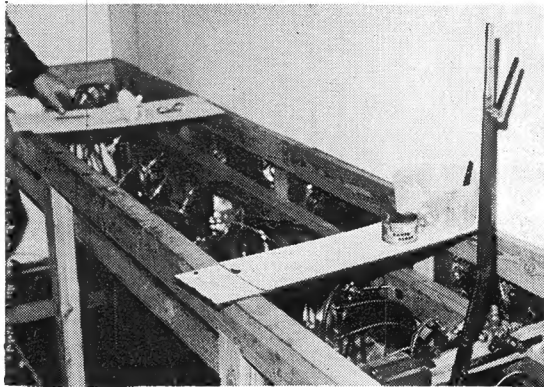


To combat vandalism the signals are removable for storage.

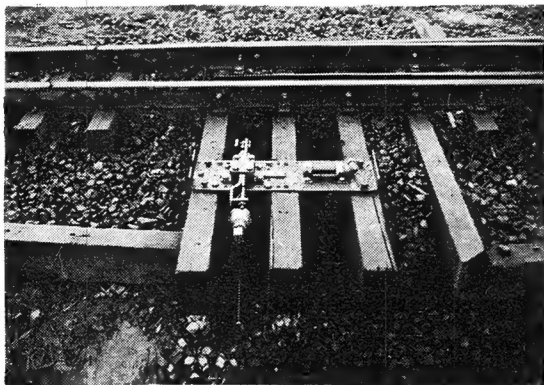
train rides, we were treated to movie films within the club room from whence we departed for our homes about 11 p.m. after a most enjoyable and satisfying day.



Crossing Willcox Bridge.



40 lever frame in the new signal box.



Hydraulic point motor with hydraulic point lock.

The Diamond Valley Railway is situated in the Lower Eltham Park, South Eltham, approximately 15 miles north-east of Melbourne on the main Eltham Research Road and is a must for a visit whether you be railway minded, or just looking for somewhere to take the family for that Sunday or public holiday drive.

W A N T E D.

A Tri-ang "TT" catalogue - state edition/year and price required. Mr.G. Watson, 4 Dicks St. Albany, W.A. 6330.

CHOOSING A SCALE

by TED FROST.

I feel that something should be written about selecting a scale in Model Railroading and the various pros and cons that go into the basic of this hobby.

We must first decide on what we mean by "scale", and to this end, I would define "scale" in two ways - first the number of MM to the foot for the track gauge, and second the "inch to the foot of full size equipment". These are two entirely different things I know, but so many of us think of gauge as a scale, that it is best to consider these together. Also most of us think of approximately 1/87 for HO or approximately 1/48 for O etc. (see table 1). In this discussion I do not mean exact scale, as only the very few scratch builders among us can ever achieve an exact scale model railroad. Even these must accept a realistic figure of feet to the mile to fit his available area, as not many can produce a short line of only 3 or 4 miles really to scale - space would not allow it.

TABLE 1.

Gauge	Scales Available	Scale
"N"	1 to 160	2 mm to 1 foot.
"TT"	1 to 120	1/10" to 1 foot.
	1 to 101	3 mm to 1 foot.
"HO"	1 to 87	3.5 mm to 1 foot.
"OO"	1 to 77	4 mm to 1 foot.
"S"	1 to 64	3/16" to 1 foot.
"O"	1 to 48	1/4" to 1 foot.
	1 to 45	17/64" to 1 foot.
	1 to 43	7 mm to 1 foot.

Now, what else must the beginner consider in deciding on his scale. It seems there are seven different considerations, namely:

1. Space available.
2. How much money can be spared each week.
3. What is available commercially.
4. Will I scratch build or alter existing commercial lines.
5. Will I model Australian, U.K. or U.S.A. etc.
6. Which aspect of the railroad do I wish to model.
7. What ability do I have to do any or all of my own modelling or layout building.

These seven may not be all that should be considered in some people's view it is true, but it is enough in my view. They are not in the order of importance if there is one. This will vary from scale to scale, or aspect modelled anyway.

Probably the most limiting factor in selecting a scale to model in will be space available, but this does not necessarily follow, as the aspect to be modelled also has a big bearing on space available. For example, if you prefer just shunting around in a complex yard a space of 15 feet by 3 feet will allow a very complex HO layout, but it is too narrow to give suitable long run layout - regardless of what the manufacturers say, I am sure that no HO layout should have less than 24" curves, but preferably 30" curves. On less than 24" curves the overhang spoils the effect on all but 4 wheel rollingstock. If you have 15 feet by 3 feet available, and want to run a mainline on your layout - select one of the small scales (TT or N). In my opinion, no space under 4 feet by 8 feet should ever be used for HO or larger scale - true it can be done, but tight curves, and short sidings do not make attractive model railroads. In table 2 I have set out my ideas of

TABLE 2.

Considered minimum sizes of layout for various scales.

Gauge	Shunting yard	Point to Point	Continuous running
"N"	2'6" x 9"	4' x 3' i.e. 12 sq.ft.	3' x 2' i.e. 6 sq.ft.
"TT"	3' x 12"	6' x 3' i.e. 18 sq.ft.	4' x 3' i.e. 12 sq.ft.
"HO"	5' x 18"	9' x 6' i.e. 54 sq.ft.	8' x 4' i.e. 32 sq.ft.
"S"	7'6" x 2'3"	14' x 9' i.e. 126 sq.ft.	10' x 6' i.e. 60 sq.ft.
"O"	10' x 3'	18' x 12' i.e. 216 sq.ft.	14' x 8' i.e. 112 sq.ft.

acceptable minimum sizes for layouts of the various scales, for three types of railroads, yard shunting, point to point and continuous running.

These days of small scales everyone can find room to run a model railroad if he wants to. It may not give him the type of operation he would like, but it can give interesting operations and is 100% better than nothing. Let us first consider then all the likely spaces we can use. We will ignore the obvious ones, such as garage or spareroom or under the house, as those fortunate enough to have these have no space problem anyway. The garage may be crowded out though, so don't forget you can raise and lower a layout on a pulley system to store it over the car when not in use. Don't forget the yard is also available especially these days with nickel silver track that is not affected by rust. We will really consider space in the small flat or house here, as these are really the problem ones. Look first at the kitchen (rumblings from the Management here?). I had a clergyman friend who owned an amount of HO equipment and when he moved into a new parish he thought he was stuck for room. He couldn't afford to change to a smaller gauge. When we looked at his problem together, we found the space needed in the small 10 foot by 10 foot kitchen. The cupboard and sink ran around 2 walls, the electric stove against wall 3 and a small dining bench on wall 4. All were of the same height except the stove which, with a $\frac{1}{2}$ " board on top

came to close enough to the same height as the rest. Four 2' by 3' pieces of pyneboard formed a hollow square on which the layout was built. When not in use it stacked on top of an overhead cupboard on one wall of the kitchen. The storage problem prevented fixed scenery, but the layout was designed for shunting and time-table operation so all worked out fine. Fortunately the kitchen was too small to house the refrigerator which was outside in a passage. From his wife's point of view this was not too good, but railwaywise it was fine. A mantelpiece is suitable for "N" scale or perhaps a piece of pyneboard that can be stored on end behind a cupboard or under a bed. Maybe you have a spare drawer in a dressing table - "TT" or "N" will fit there. I have seen an "N" gauge layout set in a suitcase and read of another on a coffee table with a glass cover over it. There are lots of likely places if you care to think about it for a while.

Now, having seen the space available, consider the type of layout you want. If your space is small, and you want long runs for your trains, then you must choose "N" or "TT", but if you just like to switch wagons about, then "HO" or "OO" will suit also. I may be wrong, but somehow I can't see "S" or "O" fitting into a small space. If your space is 18 feet long or bigger, and at least 4 feet wide, then you can choose any scale you want, except perhaps scale "1" (about 1 to 28).

The space has been allotted, and the type of railroad decided upon, so we must now consider points 2 and 7. If you are short on cash (who isn't) and long on ability (who is?) then items 4 and 5 become significant. It is cheaper to build your own rolling stock and locomotives, as all sorts of bits and pieces can be used and cost is minor. If you do decide to scratch build, then the space available becomes the only limiting factor in scale selection, and that is that. Having disposed of the one chap in 100, what of the other 99? Short on cash fits 99 of these for sure, also on ability to a greater or lesser degree. Point 3 now becomes the factor to consider with points 1 and 6.

The greatest range of items available is in HO/OO, which can be mixed as the gauge is the same. A goodly selection of secondhand items are also readily available. These comments apply only to the capitol city dweller - country dwellers should support the local hobbyshop where there is one, or badger the local toyshop to get hobby items for you. Failing that, you can order by mail with confidence from most of the city hobbyshops, though one or two I know of are none too reliable. Most suburban dwellers would be happy to act as "Buyer" for a fellow member of the hobby who lives

up country - I act for 3 or 4, and I know of others who do the same. Having overcome your supply problem one way or another, what is most readily available and in what variety? The answer is "HO/OO", followed by "N", "TT", "O" and "S" in that order.

There is an infinite variety of U.S.A, European and British locos, rolling stock, buildings etc. readily available in HO/OO. Prices range from a matter of cents up to \$300 or so. There is even a small amount of Australian prototype about in this scale. The range in "N" is fast growing too - mostly in U.S.A. prototype, but a little of British and European, is about - nothing in Australian to my knowledge. Each year will see more of both of these scales available - especially "N", but I'm afraid each year will see less of the other scales available also. Availability of items is not everything though, as commercially produced items tend to follow the rule of the smaller it is, the less detail we need to build into the item. If you want super detail - you must go to the larger scales.

Well, that is about it. Consider the above items carefully - select the one that suits you best, and "Start Railroading".

Journal stopped, reader asleep,
The signal is at red,
Contemplating dropping out?
The letter said.

A season's ticket; cost, three dollars
For twelve months ahead.
I hope that I will never again
Get in the Red.

Enclosed, please find the staff
And see the faces beam,
As we get back in motion
The signal's green.

Anonymous.

AMRA Comes of Age.

At the August meeting of the C.O.M. it was decided to hold the AMRA 21st Birthday Convention, Easter 1972, in Melbourne (the birthplace of AMRA) rather than Albury.

If any member has any alternative suggestion would he please contact Norm Read before Friday, 13th November. It is intended to announce the programme and costs involved by March 1971, thus giving interested members ample time to prepare.

LAYOUTS YOU MAY WISH TO VISIT. (BY APPOINTMENT ONLY).

The following members' layouts may be inspected, but only by prior arrangement. It is not always convenient for anyone to just drop in.

Name and Address.Telephone. Layout.WESTERN AUST.

Thomas Bennett, Kellerberrin. 6410.		0 1/4"
Broughten Boydell, P.O. Box 28 Scadden, 6447.		0 & 12mm.
Garry Newman, 19 Pictor Rd. Bunbury, 6230.		HO 3.5mm.

SOUTH AUST.

Ronald Solly, 32 Longford St. Evanston, 5116.	Gawler 22 2536	HO/00
---	----------------	-------

VICTORIA.

Warwick Brisbane, 2 Moray St. East Bentleigh, 3165.		4mm.
Alan Clark, P.O. Box 49 Abbotsford, 3067.		HO 3.5mm.
Sidney Cowling, 16 Gloucester St. Heidelberg, 3084.		HO 3.5mm.
Allan Dowel, 82 East Boundary Rd. East Bentleigh, 3165.		OO
Kenneth Down, 13 Power St. Toorak, 3142.	20 2427	HO 3.5mm.
Richard Gutteridge, 50 Belmore St. Yarrowonga, 3730.		0
Peter Knife, 282 Nepean Highway, East Brighton, 3187	96 4804	HO 9mm.
John Knight, 22 Strathallan Rd. Macleod, 3085.		0 1/4"
Mike Maloney, C/o. S.E.C.V. P.O. Box 321, Horsham. 3400.		HO & OO
George Martin, 31 McCulloch St. Dromana, 3936.	Dromana 72160	HO 3.5mm.
Eric Miles, 33 Mortimore St. Moorabbin, 3189.	97 5061	HO 3.5mm.
Garry McIntyre, 4 Mortimore St. Moorabbin, 3189	97 5958	HO 3.5mm.
Maurice McKinnon, 26 Bondi Avenue, Frankston, 3199.	783 5711	HO 3.5mm.
Cedric Rolfe, Candemah, Jeetho, 3945.	Bena 214	HO 3.5mm.
William Royston, 21 Ardmillan Rd. Moonee Ponds, 3039		OO
Michael Sibly, 6 Rudds Rd. Korumburra, 3950.	K'burr 534	HO 3.5mm.
Robert Smith, 5 Dowle St. Macleod, 3085.	43 3957	HO 3.5mm.
Lloyd Soloman, 22 Ronley St. Blackburn, 3130.	878 4331	HO/00
Rex Little, 48 Esdale Rd. Blackburn, 3130.	878 7670	HO 3.5mm.
Thomas Southwell, Wonga Rd. Ringwood, 3134.		2 layouts HO.
Graeme Taylor, 26 Kent Rd. Box Hill, 3128.		OO/HO
Warragul & District Rly. Club, PO Box 51, Warragul, 3820.		OO
Eric Watson, 18 Glen Cannon Cres. Clayton, 3168.		HO/00
Leonard Whitney, David Hill, Monbulk, 3793.		HO/00

NEW SOUTH WALES.

James Baker, 65 Ferris St. Annandale, 2038.		HO 3.5 mm.
Maxwell Dixon, 15 Murray St. East Maitland, 2323	E.M'land 779	HO
Jack Fotheringham, 4 Lucas Rd. Regents Park, 2143		HO 3.5mm.
Ritchard Grace, 47 Prince St. Picnic Pt. 2213.		HO 3.5mm.
John Green, 43 Lucasville Road, Glenbrook. 2773.	G'brook 7170	0 & 5" steam
John Grierson, 4 Kitchener Av. Earlwood, 2206.	55 5400	HO 3.5mm.
Laurence Kent, 23 Ferndale Rd. Normanhurst, 2076	48 5933	HO 3.5mm.

Philip Knife, 3 Denver Place, Toongabbie, 2146		4mm fine scale.
Russell Merriman, 5 Endeavour St. Sans Souci, 2219.	529 9701	HO 3.5mm.
Michael Miller, P.O. Box 119, Cobar, 2835	Cobar 156	00
James Munday, 19 Bank Lane, Quirindi, 2343.	Q'indi 724	Marklin
Colin McLeod, Skye Motel, Holbrook, 2644.	H'brook 292	HO 3.5mm.
Brian McWilliam, 5 Mayne St. St. Marys, 2760	623 1855	HO/00
Frank Peck, 48 Norman St. Thornleigh, 2120		HO/00
Christopher Pratten, Koolewong Borenore, 2800.		HO 3.5mm.
Arthur Ravelli, 53 Macquarie Rd. Cardiff, 2285.		00
Peter Rogers, 202A Western Highway, Blaxland, 2774		0-HO-00-S-N.
Brian Rowlings, 42 Pemberton St. Parramatta.		0 7mm.
Glyn Shepherd, 54 George St. Penshurst, 2222	57 2819	HO 3.5mm.
Alan Templeman, 5 Kenilworth Rd. Lindfield, 2070.	46 1176	HO 3.5mm.
Keith Wilcox, 12 Sullervan Rd. Blacktown, 2148.	622 5597	HO 3.5mm.

QUEENSLAND.

Keith Anderson, 40 Sloane St. Stafford Heights, 4053		HO 3.5mm.
John Henderson, 4 Simla St. Toowoomba, 4350.	2 5352	12 mm 3.5mm.
William Hungerford, 22 Mill St. Sarina, 4737.		HO & HON2½
Ken Johnson, 26 Henderson St. Nth. Rockhampton, 4701.		Marklin.
John Makin, 34 Marian St. Miles, 4415.		4 mm.
Arthur Robinson, Saul St. New Chum, Dinmore, 4303.		16.5 sn3½.
John Treacy, 34 Cambridge St. Rockhampton, 4700.		HO 3.5mm.
Ian Walker, 51 Tina St. Beaudesert, 4285.	B'desert 357	HO/00.

COMPETITION RESULTS.
FOR 1969.

BEST JOURNAL ARTICLE COMPETITION.

After a lot of head scratching and getting three independent judges' comments, the Norm Robinson Trophy for 1969 has been awarded to Darryl Musgrove, for his article on the Botany Goods Line.

Congratulations Darryl.

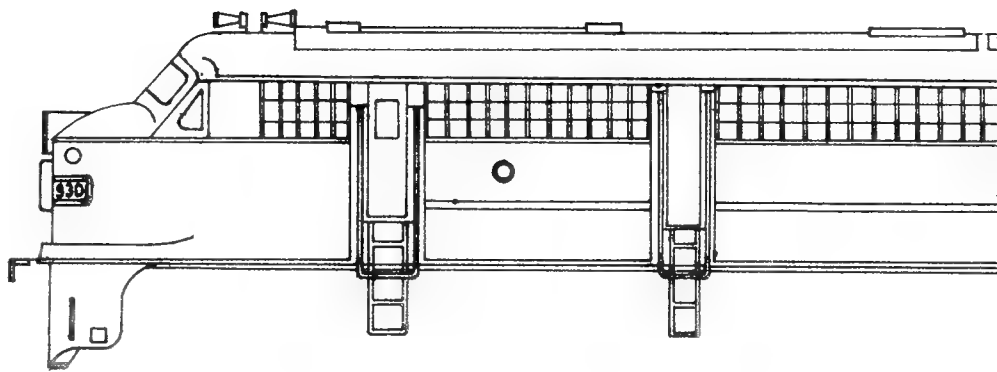
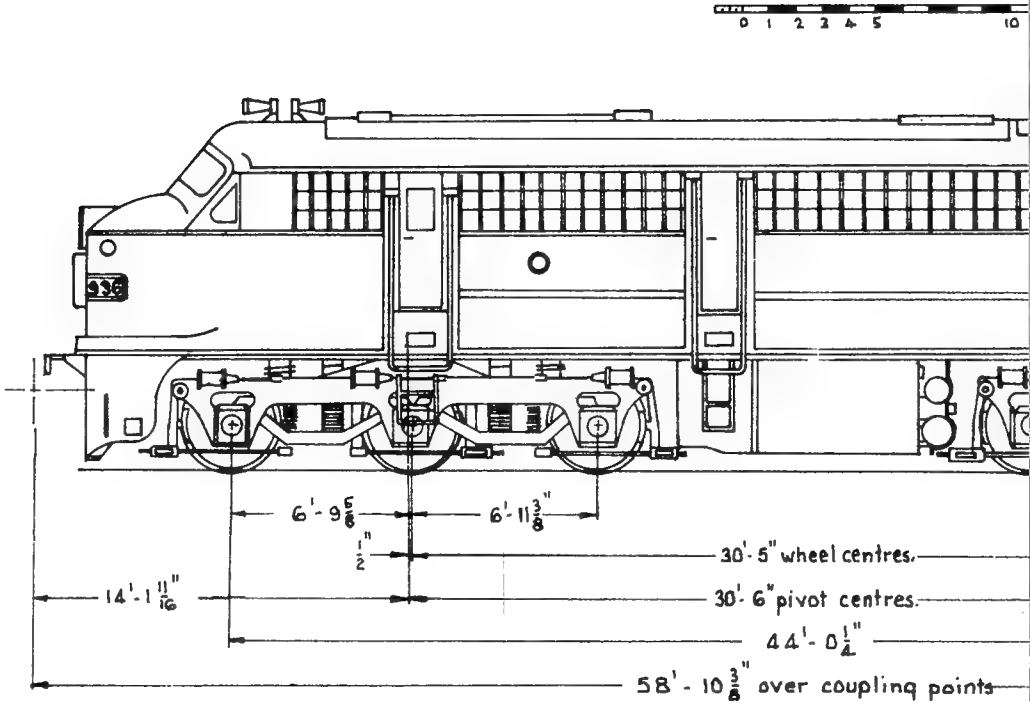
I hope next year that it wont take so long to decide on the winner.

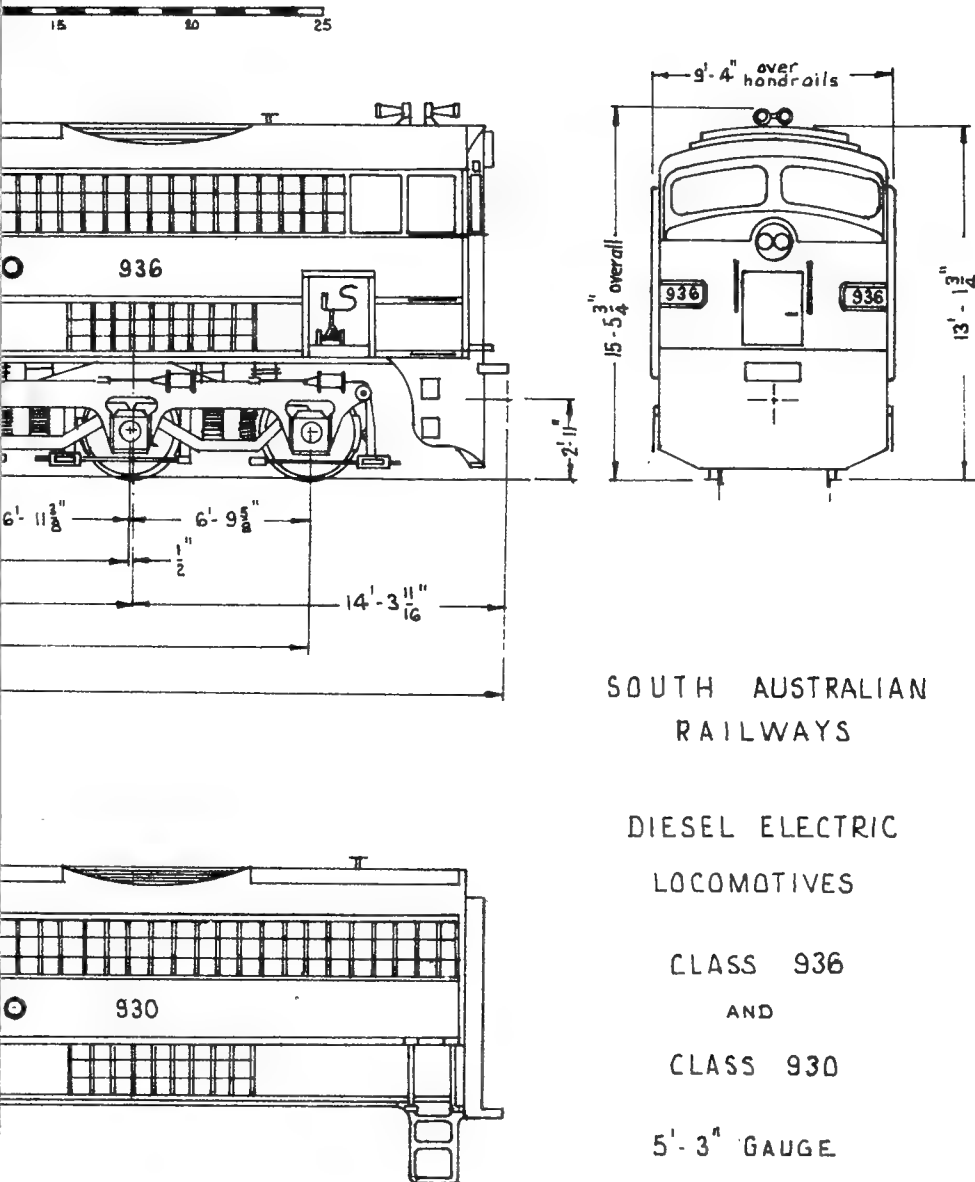
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Change of Address.

Ellis, G.	4/43 Canonbury Grove, Dulwich Hill, NSW. 2203.
Kemp, R.K.	1 Freeman Street, Wendouree, Vic. 3355.
Leslie, B.J.	16 Mary Street, Stuart Park, Darwin, N.T. 5790.
McKenzie, M.J.	38 Icely Road, Orange, NSW. 2800.
Maloney, M.V.	C/O S.E.C.V. P.O. Box 321, Horsham, Vic. 3400.
Nicholson, S.O.	13 Clarence Street, Dee Why, NSW. 2099.
Robinson, D.	26 Lilac Street, Punchbowl, NSW. 2196.
Skilton, J.	P.O. Box 168, Bondi Beach, NSW. 2026.
Yourn, S.J.	33 Bay Road, Sandringham, Vic. 3191.
Smith, C.M.	C/O Armstrong & Evans, Eden, NSW. 2551.





SOUTH AUSTRALIAN
RAILWAYS

DIESEL ELECTRIC
LOCOMOTIVES

CLASS 936

AND

CLASS 930

5' - 3" GAUGE



TIMETABLE WORKING at the M.M.R.S.

by KEN ELDER.

The 30 x 24 foot layout belonging to the Melbourne Model Railway Society christened the "Hobson Bay Railway Co" is the scene of much organized activity every alternate Tuesday evening. On these evenings usually about a dozen members gather to "operate to timetable".

The layout was designed so that a double main line running round the perimeter of the layout was available for "test running as required by members", and an inner branch line that runs twice round the inner section of the layout caters for the "operating" fraternity. Both can be used simultaneously.

As the President of the club was formerly employed on the Eastern Region of British Railways as Train Controller, it naturally follows that he is extremely interested in producing timetables that will be popular with members for "timetable running". To run a normal two and a half hour session requires a Train Controller, four Signalmen, at least four drivers, a loco foreman, and up to three local shunter drivers.

When we started, we produced the normal timetables that give arrival and departure times of trains, one for each Signalman and Train Control, and Drivers were assigned to trains as they happened. However we found that when a new member came along to join and was not familiar with the reading and sense of timetables, a lot of delay and frustration ensued. So after some thought we produced a separate timetable for each signalman that gave in sequence, the arrival time and last departure station of each train together with its departure time and next station. In this way the Signal

man merely glances at the next train listed and knows exactly where it has come from and anything else he wants to know.

For each driver there is a card which lists exactly the time he books on, which station, what train he drives, its destinations and times, any run rounds, and where he books off. It is arranged so that a driver can commence driving railmotors and complete his tour of duty by driving a "pick-up goods" or "ballast train". Everyone then gets a varied chance of anything that's going.

This system may not be new to other clubs, but we have not seen it mentioned before in other articles and give details here so that it may prove of assistance to other clubs who have the same problems.

The train controller has a large graph of the whole timetable before him under a sheet of perspex, and signalmen inform him of arrival and departure times of trains so that he can plot them on to the sheet as in the prototype. Any cancelled trains as necessary that are caused by delays or any "specials" are advised by train control to signalmen concerned.

In order to assist "traffic" we also have a card at each station that indicates to the signalman the destination of every wagon that arrives at his station for off-loading. It tells him to which siding and which particular industry the wagon is to be spotted. We are also experimenting with "removeable" loads that have an outward destination on one side, and another destination on the reverse. These are placed into open wagons, low loaders etc. and actually unloaded at

ALLAN STREET SIGNAL BOX

TIMETABLE NO. 5.

IN

Train & type	Loco	FG100	RM102	RM102	RM103	RM103	RM106	RM106	G101
Ex shed for FG100 02 to Docks	Ex Docks 05 to BR	Ex sheds 03 to Plat 3	ex AS 3 10 to BR	ex BR to AS 3	ex AS 3 18 to docks	20 to AS 3 returns as	ex BR yard 22 then out as		
									IN

Train & type	Loco for EP108	EP108	RM106	IN	LP107	G109	Loco
ex shed 28 pick up Pull- mans to Plat 2	Ex plat 2 30 to Coppin St	ex AS 3 30 to BR	ex BR to plat 3 33	ex yard 35 to Coppin St	ex shed 35 to docks for ballast train		

Train & type	IN	Ballast	FG112	EP108 Empty	FG112	RM111	LP114
ex Frost sidg to docks 35	ex docks 36 to BR	ex Coppin St to yard	ex docks 39 to carriage	ex yard 40 to BR	ex BR to plat 3 45	ex plat 3 46 to BR	

Train & type	RM111	RM116	IN	RM116	IN	G113	IN	LP115	LP115
ex plat 3 47 to plat 2 for RM116	ex plat 2 48 to Coppin St	ex Frost sidg to plat 3 53	ex plat 3 55 to BR	ex BR to yard	ex BR to plat 3 01	ex plat 3 02 to			

Train & type	RM117	RM118	LP120	IN	Ballast	G122	LP120	IN	RM119
ex BR to plat 3 03 (returns as RM118)	ex plat 3 05 to BR	ex plat 2 05 to BR	ex BR to yard 09	ex yard 10 to BR	ex Frost sidg to plat 3 12	ex BR to plat 3 16	then depts as out as 124		

Train & type	RM124	LP126	IN	G123	IN	RM121	CLOSE BOX
ex plat 3 20 to BR	ex plat 3 25 to BR	ex BR to yard 30	ex BR to plat 3 35				

Read from left to right along successive rows.
 Arrows indicate a further movement for that train.
 AS 3 - Allan Street Platform 3. BR - Beach River. CR - Crestwick. DU - Dundundra.

their destination. The empty wagon can then be returned to a destination as given on the card, or another load placed in it. This system works well and is better than the small pins that are placed in wagons. On our largest junction station, Allan Street, we have had to put two signalmen on duty in order to cope with the traffic. Here there is a five foot control panel which is two feet away from the station and elevated so that the signalmen can see over the heads of the shunters and drivers busy below. All points and siding power are controlled from this box except for points that are manually controlled for the sorting yards and loco sheds.

From this station too there is an exit to a three line dock station which handles a fair amount of goods traffic plus an odd "boat train special".

Recently we have also brought the main line around the outer perimeter into the operating side as well, and this has increased the work of the junction station by about 40%. In fact, members are quite shy to take on duties of this box lately.

Our main aim on the Hobson Bay Railway is to have fun, to run the railway as realistically as possible, and to make sure that everyone has the same facility of enjoyment. We think that is why we have a very happy club.



FOR READER'S LETTERS

The Editor,
AMRA Journal.

Dear Sir,

I would like to express my views on the matter of an amalgamation of the A.M.R.A. and the S.C.R.M.A. I believe that several years ago an amalgamation was discussed at length. A Mr. Robinson in a letter to the Editor of the Australian Model Railroad Magazine (Nov Dec '69) said he would like to be a member of both associations, but could not afford dual membership. I am in a similar position and I assume that there are many others so placed.

An amalgamation would, in my opinion, be to the benefit of members of both associations. In the last edition of Journal Mr. Frost expressed the opposite view.

I see the following benefits:

1. Amalgamation would be a step toward an Australian N.M.R.A. which could be effective in the setting of standards for couplers, wheels etc. Manufacturers compliance with such standards would make things easier for modellers.

2. A greater pool of knowledge and experience would be available to modellers.

3. The opportunity would formore members to take part in branch meetings.

4. Manufacturers would probably take greater heed of the wishes of a larger organization rather than those of two small organizations.

I feel that an amalgamation would be in the best interests of railway modelling in Australia.

MARK SYMONS.

The Editor,
AMRA Journal.

Dear Sir,

As Advertising Manager I usually look at Journal with a very critical eye, especially the advertisements!!! However apart from a couple of wince I feel that I must congratulate the Editor and Publisher on the production of a first class magazine in the July/August issue. The front cover was an excellent production job besides giving readers a view of a prototype yard that gives readers a lot of information for their own use.

The articles and diagrams were very well presented and most interesting and informative and the advertisements contained a wealth of useful information to all concerned - although of course one needs the cash as well.

Am hoping to have a look at the new Friedmont models this evening from Mal Baker. This is something that all enthusiasts should do as Australian prototypes have been somewhat lacking in the past, unless one can scratch-build, which I cannot.

So - congrats once more Rex and Jack - may you continue to make our magazine the first of its type in this country.

KEN ELDER.

The Editor,
AMRA Journal.

Dear Sir,

Recently I saw the comments of four persons, two O gauge and two N gauge, as to why they did not join AMRA. Summarized they said that having seen Journals there was nothing in them of interest and nothing about their scales. One of these fellows was reported to be quite a hand at conversions and scenic modelling.

Another query recently was "Why isn't Journal brought out monthly?" Then there was Ted Frost's letter in Pop Valve last issue.

How does one answer these questions or solve the problems? These are the similar problems to which every committee of any voluntary organization throughout the length and breadth of the land would also like to know how to solve.

Human nature being what it is, the tendency is to sit back and leave it all to "Jack". Some say they haven't any spare time to help. No organizations run on wishful thinking, but only on team work.

Membership of AMRA costs a senior \$3 a year, barely 6 cents a week, and to keep it at this rate the publishing committee must spend a lot of their spare time in preparing Journal for the printers. This is also a good reason for it to only come out bi-monthly, apart from the cost and the problem of getting enough copy. There has been many an occasion when the Editor has to knock up articles himself in order to fill the pages. Maybe to satisfy the first group, and many more like them, we need an Editor and publisher with O and N gauge interests, then all the HOs could throw up their arms and complain.

One Junior in an interesting letter suggested we put all members on a roster for contributions of copy.

Ted says there is a crying need for a good model magazine in this country. Well there have been several attempts in the past, and the Australian Model Railroad Magazine has been battling on for some years just to do that. They have come up against the wall on indifference and what might be termed the isolation of the average modeller, who in the main seems to be only interested in one scale, or what happens on his

local railway system. Yet a lot of these same fellows buy overseas magazines, read every page in them and then want to know why there is not a similar one produced in this country.

Even the Railway Modeller with all its pages of advertisers and large circulation have had to increase their price to 3/6d. a copy and they get complaints of bias with the scales. Personally, I don't see what the fuss is about, may be I'm not a scale snob and can find interest in the other fellows activities, and then any plan with measurements can be converted to suit my own needs.

Another point in Ted's letter - contacting ex-members. Last year we sent a letter to every member who had not renewed and less than 5% bothered to reply. The fact that we did not send reply paid envelopes had no bearing on the matter. The N.S.W. branch at exhibition time send out questionnaires to approx. 150 members and include stamped and addressed envelopes and then think ourselves lucky if we get 20 of them back. Some even send them back in their own envelopes and stamps. At any rate if someone has a beef, surely 5 cents is small item to get it off ones chest.

Coming back to subscriptions, \$1.80 is earmarked for Journal. This sum plus the advertising just about breaks even with the printing and handling expenses of same. We have a 20 cent rebate for seniors, paid to an operating state branch or into a special account for those states where branches to not operate. This leaves \$1 for administration costs, which vary according to the needs. What is left from this \$1 is not going to permit any elaborate improvement schemes. To up the subs could only be justified if every member would benefit from the rise.

Now we come to another point in

Ted's letter, a member finds if attending branch meetings, he needs to pay out further coins. True, but a hall can't be hired and refreshments provided out of thin air. The aforementioned rebate will not cover it. Possibly one way the member could make up his 20 cents would be smoke one less cigarette a day, or drink one bottle of coke less a week, and there would be no hardship felt.

Surely if we are to obtain the most from our hobby there must be some giving in so many ways and not always wanting to take. Co-operation widens the horizon and broadens the outlook. What are YOUR opinions.

NORM READ.

The Editor,
AMRA Journal.

Dear Sir,

I think Cedric Rolf (July Journal) has missed the point of Ted Frost's letter in that though the A.M.R.A. may give him enough personally, it obviously does not satisfy many country members, who join, perhaps renew once and then are lost to us. For example five or six years ago A.M.R.A. had over twenty members in North Eastern Victoria, now there are about four. Some have left the district, others have given up the hobby, but many have left because our Association does not offer them enough.

May I suggest a couple of remedies. Firstly a greatly improved "Shop Spy" section. This was meant to replace "The Buyers' Guide", which was, in it's hey-day, a publication the size of the present Journal. How about a proper survey of the model shops of each major city? What is their general range? Do they specialize in any type of modelling, especially in the more unusual gauges? Do they offer a repair service? Do they custom build, paint and line models to a professional standard and do they handle secondhand

goods? This would allow the member in the country to get some idea of items and services available in the cities. At present "Shop Spy" is good as far as it goes, but it does not go far enough.

Secondly, when and where do the State Branches meet? Would it be possible to include in EVERY Journal the name, address and telephone number of the Secretary or a special liason officer of every State Branch and their usual meeting time and place. I see that the N.S.W. Branch meets regularly at it's club rooms, but where are they? The Victorian Branch appears to have no fixed address or do they meet at a church hall or at North Port station? I don't know and I'll bet a lot of other members don't know either. Is there a Queensland branch still, and are there any other state branches?

The point that I wish to make is,

that often members from interstate or from the country are in the city for short visits, and if they can look in their current Journal see where and when meetings are held and who to contact to verify this, there will be a greater interchange of ideas and fellowship between members. But please let us have this basic information in EVERY ISSUE of the Journal, so that there is no need to search through a stack of back issues to find these details, when they are needed.

If country members could, by means of the Journal, gain a greater knowledge of commercial products available and be enabled to more easily attend meetings and meet other members, they are more likely to feel that they are getting their money's worth from AMRA and this should lessen the turnover of country, and also perhaps, city members.

RICHARD GUTTERIDGE.

Branch Reports

VICTORIA.

Since our last Branch Notes the Victorian boys have had a meeting in July, which was a running night on the club layout, many members having brought along their rolling stock and locos. The competition for louvered vans had a good entry from many members.

On Saturday, 11th July, the Diamond Valley Railway of 7¼" gauge whose track is at Eltham Park, paid the Club-rooms of the Victorian Branch a visit and the club layout having been left setup from the General Meeting night, they were entertained by the branch members to an afternoon of HO running and films from their own activities.

On Saturday, 25th July, the Victorian Branch members paid a return visit to Eltham Park and enjoyed a very fine

afternoon riding the Rattlers on the 7¼" gauge.

I have been informed by the Organizer of the Exhibition next Moomba, that all the space at the Camberwell Civic Centre, venue for the exhibition has been initially booked. This is a good omen for the exhibition.

The Victorian Committee has decided to make the library a free issue now, but have imposed stiff penalties for non-return of books by the following month.

Future meetings:

- 8th Oct. Running night on N gauge.
- 12th Nov. Film - "Chasing the Indian Pacific".
- 10th Dec. Christmas get-together.
- January No meeting due to holidays.

This year's rail car trip will be to Dalesford on 31st October from Spencer Street Station. A family picnic with a difference. Your car may be left at Spencer Street - please advise the Station Master's Office that you are on the AMRA trip.

The rail car departs at approx. 9 am with photo stops along the way. The picnic lunch that you have brought with you will be enjoyed at Dalesford. We will then return, arriving back at approx. 5.30 pm. The estimated fare is \$3.50 adults - \$1.75 children (4-14 years). Further particulars are available from Mal. Baker, 256 Reynards Street, Coburg, 3058, phone 36-8829.

JOHN SNEDDON.

Meetings are held at All Saints Church Hall, Glenferrie Road, Kooyong. (opposite Scotch College) - Commencing at 8.0 pm. on the second Thursday, of each month, except January.

JOHN SNEDDON.
(Hon Secretary)
Phone 49-2799.



NEW SOUTH WALES.

Preparation for the October Exhibition at the Sydney Lower Town Hall is now well in hand, and by the time that these notes appear it should be "all systems go...."

Attendances at recent Branch Meetings have been somewhat disappointing, and we would like to see more members availing themselves of the clubroom and its facilities.

Work has commenced on the construction of the second club layout, using portion of the original layout built for the 1965 exhibition; this "new" layout will be of point to point design.

A working bee was held on 16th May, and an action night on 22nd May; the proceeds of the latter assisting Branch funds. The layout was available for operation on 6th June, whilst the Sydney Live Steam Locomotive Society at Darvall Park, West Ryde, was revisited on 20th June. Another layout running was held on Friday, 26th June.

Saturday, 4th June, gave members a chance to observe the "big stuff" at Enfield loco depot (where the NSW Rail Transport Museum is being set up) and Delec, with another layout operating afternoon on 18th July. On Friday, 24th July an inspection of the N.S.W.R. Signal Demonstration Room at Railway House took place.

On 1st August, George Berg, of Berg's Hobbies, John Percell of Friedmont and Kevan Hardacre of Prototype demonstrated their products, and a very interesting discussion took place on these kits. To these gentlemen we extend our thanks for their kind gesture in donating a number of models for use on the branch layouts. The other two meetings held in August were both devoted to instruction and operation of the layout.

Coming meetings are:

- Sat 19th Sep.) Working Bee - Exhibition
- Fri 25th Sep.) Equipment.
- 3rd, 4th & 5th Oct. Model Railway Exhibition, Sydney Lower Town Hall.
- Sat 17th Oct. Post Exhibition Discussion.
- Fri 23rd Oct. Colour Slide Evening.
- Sat 7th Nov. Auction - pre Christmas clearance.
- Sat 21st Nov. Visit to Illawarra Model Railway Club - meet at Clubroom, Rockdale at 2 p.m.
- Sat 28th Nov. Club Dinner - watch notice board for details.

SEE YOU AT THE EXHIBITION.

COLIN GILBERTSON.

Australian Model Railway Association

(NEW SOUTH WALES BRANCH)

presents the

MODEL RAILWAY EXHIBITION

at the

Sydney Town Hall

Saturday	3rd.	9 a.m. to 8-10 p.m.
Sunday	4th.	12-30 p.m. to 7 p.m.
Monday	5th.	9 p.m. to 8-30 p.m.

The exhibition will be officially opened by the Honorable E. A. Willis, MLA Minister for Labour and Industry and Chief Secretary of New South Wales at 10-30 a.m. on Saturday 3rd. October 1970.

Layouts and models by many leading clubs, societies, associations and commercial houses. (Local and Interstate).

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OCTOBER 3,4, & 5, 1970.

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Have you called on Vic Hobbs at

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stockists of
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Peco
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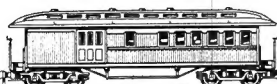
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What more can you ask?

All gauges catered for: All the latest lines: Clubs and Societies welcomed as
much as the Loner: A friendly place to shop M.S.D.
down the moving stairway
turn to your left
and ask for Vic Hobbs.

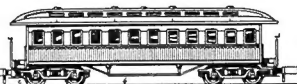
ARNOLD *rapido* N Gauge



0226



0361



0362



0213



0214



0272



0227



0484



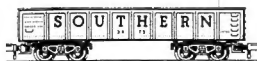
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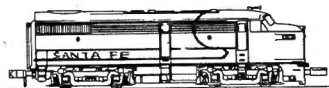
0482



0416



0489



0274

ILLUSTRATED

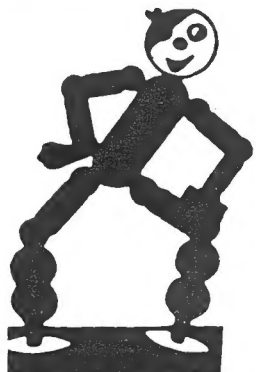
0213	B&O FP9 Diesel Electric, powered	\$16-95
0214	B&O FP9 Diesel Electric, dummy unit	5-00
0226	USA Old-timer O-6-O Switcher w/tender	18-95
0227	USA Modern O-6-O Switcher with tender	18-95
0272	Santa Fe GM GP9 Diesel Electric Loco	15-75
0274	Santa Fe FA1 Alco Bo+Bo Diesel Elec.	15-75
0361	Western & Atlantic Combine. Cream & Green, length 88mm	3-65
0362	Western & Atlantic Coach matching 0361	3-65
0401	Virginia Bogie Hopper Car (Black)	2-65
0416	Southern Bogie Gondola (Silver)	2-25
0419	USA Bogie Caboose "Radio Equipped" (Red)	2-75
0482	Union Pacific Stock Car, (Brown)	2-75
0484	USA Bogie Tank Car, 1-dome, Shell	2-75
0489	Burlington 50' Gondola, outside braced	2-75

A SELECTION OF ITEMS NOT ILLUSTRATED

0201	German 8-wheel Steeple Cab Diesel, Class V100, length 79mm	\$18-50
0211	Nthn. Pacific FP9 Diesel, powered	16-95
0212	Nthn. Pacific FP9 Diesel, dummy unit	5-00
0215	Santa Fe FP9 Diesel Electric, powered	16-95
0219	Santa Fe FP9 Diesel, Dummy "B" Unit	5-00
0220	German 2-6-4 Tank Loco, length 89mm	23-95
0222	German old-timer O-6-0 Tank Loco	14-50
0223	German 2-6-2 Loco with tender	24-95
0225	German Modern O-6-0 Tank Loco	14-50
0236	TEE Pantograph Electric Loco to match TEE Cars, Red & Cream, 120 mm long	26-50
0271	Eric Lackawanna GM GP7 Diesel Elect.	15-75
0273	SOO GM GP30 Diesel Electric Loco	15-75
0381	TEE (Trans-Europe Express) Compartment Coach 1st, Red & Cream, 162mm long	4-50
0382	TEE Centre Aisle Coach 1st., 162mm	4-50
0383	TEE Bar-Lounge Car 1st., 162mm (TEE Cars are internally fitted)	4-50
0403	Norfolk & Western Covered Hopper Car	2-75
0404	UP High Cube Box Car, 158mm long	3-75
0418	CNW Special Cement Hopper Car, 70mm	2-75

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NSWGR JLX Louvred Van	
Comm Rails VEX Box Car (75' 0")	\$3.15
WAGR WVX Box Car	
(coming)	
NSWR LHO Pass Brake Van	
NSWR 44 Class Diesel Elec Loco	
Intercapital Daylight Set	one piece bodies.
(Power Van — Buffet Dinner — 1st, 2nd).	
Separate 1st - 2nd Cars also available	

FRIEDMONT MODELS would also like to congratulate MALRIC MODELS (Baker & Doherty) for their foresight in choosing to have produced by us a series in the Victorian Railway Rolling Stock selection.
GY — U (can make a UB also) — B — Z Brakevan (4 or 6 wheel).

FRIEDMONT MODELS are available at all good hobby shops.

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SERIOUS
CONCERN**

RAILS FLY IN DERAILMENT

and there was ...
Another mishap

BANISH DERAILMENTS

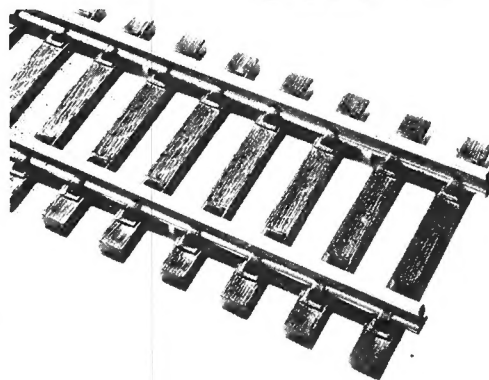
Change to

PECO

STREAMLINE TRACK

in HO/00, N, O & OO-9 Gauges

If you haven't already!



The best known of all Flexible Tracks is PECO, for wherever Model Railways run — there is PECO! The Flexible Track is supported by a wide range of accessories, which you may see at a great many hobby, sports and toy shops in Australia. Whether your choice be HO/00 or N or 9mm Narrow Gauge or O Gauge, you have the family likeness in track with its Australian sleeper spacing.

Many modellers are now looking to N Gauge and they are attracted to the gauge because of the fine-looking PECO trackwork available. In N Gauge, track should be fastened down and not be allowed to float as it may do in HO/00 and larger.

Look to the list of well-priced Track, Point-work and accessories in HO/00 and N Gauge. Then see your regular hobby shop and actually see these products. (Due to soaring copper and nickel prices some increases are inevitable.)

SELECTIONS FROM THE 'PECO' RANGE:

HO/00			
SL-100X	Streamline Flexible Track with Nickel Silver Rail	Per Yard	\$1-25
SL-100B1	Streamline Flexible Track with Brass Rail	Per Yard	1-00
SL-102X	Streamline Flexible Track with Nickel Silver Rail and with Concrete Sleepers	Per Yard	1-25
SL-91X	Right Hand Point, 2ft radius	Each	2-35
SL-92X	Left Hand Point, 2ft radius	Each	2-35
SL-93X	Short Crossing	Each	2-35
SL-94X	Long Crossing	Each	2-95
SL-97X	Y Point	Each	2-35
SL-10X	Metal Rail Joiners	Pkt of 24	-40
SL-11	Insulating Rail Joiners	Pkt of 12	-35
SL-14	Track Fixing Pins	1/4oz. Pkt	-40
SL-50	Foam Ballast Underlay for Track (There are also foam underlays for points)	16 1/2 ft	1-50
SL-70	Point Motors	Each	1-35
H0N2 1/4 (00-9) Narrow Gauge			
SL-400X	Streamline Flexible Track with random sleepering, N.S. Rail	18" length	-65
SL-310X	Metal Rail Joiners	Pkt of 24	-40
SL-311	Insulating Rail Joiners	Pkt of 12	-35
SL-427	Wagon Turntable	Two	-40
SL-428	Dummy Point Levers	Two	-40
SL-491X	Right Hand Point	Each	2-15
SL-492X	Left Hand Point	Each	2-15
N Gauge			
SL-300X	Streamline Track with N.S. Rail	Per Yard	\$1-00
SL-310X	Metal Rail Joiners	Pkt of 24	-40
SL-311	Insulating Rail Joiners	Pkt of 12	-35
SL-388X	Right Hand Point 3ft. radius	Each	2-75
SL-389X	Left Hand Point 3ft. radius	Each	2-75
SL-394X	Long Crossing	Each	2-85
SL-397X	Y Point	Each	2-75
SL-350	Foam Underlay for Track	16 1/2 ft Roll	1-35
SL-351	Foam Underlay for R.H. Point	Two	-60
SL-369	SL-391X (Medium radius) Foam Underlay for L.H. Point	Two	-60
SL-369	SL-389X (3ft. radius)	Two	-60
O Gauge			
SL-700X	2-rail Flexible Track with Nickel Silver Rail	Per Yard	2-15
SL-701	Sleepers for Point making	Pkt of 20	-90
SL-740	Rail-built buffer stop kits	Each	-75

If your dealer is stumped, he is invited to, or you may, write to us for supplies.

AUSTRALIAN MODEL CRAFT CO.,

BOX 118, P.O. ALBURY, N.S.W. 2640

Phone: Albury 21-2473

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Telegrams: AMRIANA, Albury